GEOGRAPHIC NEWS BULLETINS

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NOTE TO TEACHERS: Because so many schools and public libraries preserve copies of the Geographic News Bulletins, teachers will find the INDEX to VOLUME V, contained in this issue, of value. The Index covers 30 issues from March 8, 1926, through the current number February 21, 1927.

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FRANCE HAS ESTABLISHED CONTACT WITH HER AFRICAN COLONIES ON THE GULF OF GUINEA BY TRACTOR, BY AIRPLANE, AND BY SEAPLANE

(See Bulletin No. 1)

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers for one year upon receipt of 25 cents (in stamps or money order). Entered as second-class matter, January 27, 1922, at the Post Office at Washington, D. C., under the Act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of October 3, 1917, authorized February 9, 1922.

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Flying Across Widest Africa in a Seaplane

THE RECENT return of a French aviator in a seaplane to Marseille, after a round trip through the air to Madagascar off the southeast coast of Africa, completes one of the longest airplane trips of modern times.

The route of the seaplane over the sands of the Sahara, the tropical forests of the interior, and the Great Lakes of East Africa, is one of the most entrancing stories of modern aviation. The flight raises a geographic question: Why did the flyers select a seaplane instead of a land plane?

Taking the air near Marseille, the two French navy planes skirted the Spanish west coast of Africa, landing at Dakar, the westernmost city of the Dark Continent.

They found Dakar, which is the port of call for vessels plying between European, South African and South American ports, a thriving city of about 25,000 people, with well laid out streets, schools, hospitals, and workshops. They might have imagined themselves in France at times had it not been for the large number of swarthy natives as compared with the 3,500 Frenchmen seen on the city's thoroughfares.

Where the New World and the Old World Are Closest

Dakar owes its importance as a port to its nearness to South America. While Liverpool is more than 3,000 miles from New York, Dakar is slightly more than half that distance from Pernambuco, Brazil, the easternmost port of South America. When trade between the two southern continents develops, Dakar may rival some of the larger European ports in volume of commerce. Dakar is also the official headquarters for all French possessions in West Africa.

The Berbers and Fula tribesmen in the city's population were met with at every stop in the Sudan and Nigeria after the flyers turned inland. Both races are scattered over the north and northwest portion of Africa.

At Bamako, on the Niger River, one of the seaplanes became disabled and was left for repairs. The other plane followed the Niger to Timbuktu, called the "city of mystery." It lies 9 miles from the river proper, on the edge of the Sahara.

Timbuktu has been called also the "city where the canoe and camel meet." Canoes are the only craft that can reach the city, and the camel seldom treks farther south. A description just as appropriate, perhaps, would be the "city of ugly, low-lying mud houses and narrow streets of ankle-deep sand," for the first impression of the visitor to Timbuktu is the decay of the buildings and the sandy thoroughfares. Here and there the ruins of the Timbuktu of the fourteenth and fifteenth centuries may be observed.

From French to British Territory

From Timbuktu the planes followed the Niger to Lokoja, Nigeria. This town stands at the confluence of the Niger and Benue Rivers in British territory. Lokoja is the oldest white settlement in the interior of Nigeria. Once it was the seat of administration for the inland provinces. Since it marked the meeting place of two great rivers, it was also the doorway to the north. Something of this function still survives. But the completion of a railway in recent years,

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THE TALLEST TOWER IN THE U. S. LIGHTHOUSE SERVICE: CAPE HATTERAS

The tower is 193 feet high. Its 80,000-candle-power beam can be seen for 20 miles at sea. The warning light of the Cape Hatteras lighthouse is now supplemented by radio compass control which can give a ship its position in any sort of weather (see Bulletin No. 3).

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Changsha, Yale-in-China

YALE-IN-CHINA, officially known as Changsha, has been the scene of rioting in China. This news is contained in the dispatches reporting that the Japanese residents of the city have been fleeing to the coast.

Some weeks ago it was reported that the mission school operated by Yale University would not open this semester because of disturbed conditions.

Changsha is capital of hilly Hunan Province, one part of which is occupied by a large lake which serves as a reservoir for the Yangtze floods. Changsha maintained its exclusion of the "foreign devils" until the beginning of this century. To-day it is closely linked with New Haven, Connecticut, because, just outside the rapidly disappearing city wall, there is one of the leading Christian mission schools in China. The school is Yale's contribution to the education of the Chinese who cannot come to America.

In Hunan, the necromancer has exerted much power in the past. Changsha was so well protected by the lucky constellation under which it was founded and by the Holy Hill which guards it, that it was thought bad luck to permit a "foreign devil" to enter. In 1910 there were serious riots, mainly directed against the growing commercial power of foreign firms. The stars were held responsible in this case, too, because it was the approach of Halley's comet which started the riot.

How Changsha Helped to Make America's "Fourth" Glorious

Long before Yale established the "Yale-in-China" college and hospital in Changsha, the city was closely related to America. It made many of the firecrackers which formerly announced Independence Day celebrations. While maintaining its own independence, Changsha furnished the explosives which enabled the American boy to proclaim his "Glorious Fourth."

A large part of Hunan is an unworked field of anthracite and bituminous coal. At Pingsiang, which is connected with Changsha by railroad, there is a mine which furnishes fuel for the great iron works at Hanyang.

Among the great men who have been among Changsha's chief products, the most famous was General Tseng Kuo Fan, whose cooperation with "Chinese Gordon" was largely instrumental in putting down the Taiping rebellion. General Tseng was not only a soldier and statesman but a literary man as well. His collected works number 156 books.

Changsha lies on the projected line of railway which, when North and South are reconciled, will connect Peking and Canton. Trains already compete with the light draft steamers on the 220-mile trip from Hankow. Containing about 500,000 inhabitants, Changsha rules a province of 22,000,000 and is one of the cleanest cities in China.

Wheelbarrows That Climb Steps

Many of the streets are long and straight. The bazaars are full of life and interest. Some Changsha candies are famous for miles around.

Among the interesting sights of the city are the wheelbarrows that climb stairs. Some distance ahead of the regulation wheel there is another smaller one. In climbing over flagstone steps or bridges, the handles of the wheel-

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running from Lagos on the coast to the relatively healthy uplands of northern Nigeria, and passing far west of Lokoja, has decreased its importance.

From Lokoja the aviators flew up the Benue River and into French Equatorial Africa, in the heart of which they found another stopping place, Fort Archambault. There the flyers had passed from Mohammedan territory into a region of fetishism.

Turning southward on leaving Fort Archambault, the flyers again left French territory at the Ubangi River and entered the Belgian Congo. This huge Belgian possession is more than seventy-seven times the size of Belgium. On their way to Stanleyville, metropolis of the Congo and of Central Africa, the aviators flew over vast forests, but they kept rivers and streams in sight most of the way.

At Stanleyville, the aviators found a busy little town built on both sides of the Congo River. On the east bank is the headquarters of the Vice-Governor and many up-to-date residences. The left bank is occupied by railway terminals and workshops. Palm trees lining the long avenues in the residential section would remind Americans of southern Florida boulevards. All this modernization has come about since 1890, when Stanleyville was little more than a native village.

Flying in a southeasterly direction, the seaplane reached the African Great Lakes, passed over its second stretch of British territory, and came to the Indian Ocean at Kilimane, a small town about midway along the coast of Mozambique, Portuguese territory. The city of Mozambique, the next stop, is situated on a small island about 3 miles off the coast. It was once the headquarters of the Portuguese East African Government and the center of the East African slave trade. The slave markets have disappeared, yet Mozambique has changed little during the last few hundred years. About 7,000 people inhabit the city. Most of them are Mohammedan negroes and half-caste Portuguese. Sixteenth century barred windows and bolted doors are still to be seen, and occasionally one observes original mica windows, placed in the frames before glass was obtainable.

Majunga, largest port on the west coast of Madagascar, required a long hop across the Mozambique channel. Here the flyers reached the third largest of the world's islands (outside the Arctic regions), thus ending the first half of their trip.

Bulletin No. 1, February 21, 1927.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETINS were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send.....copies of the GEOGRAPHIC NEWS BULLETINS for the school year beginning with the issue of....., for classroom use, to

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Address for sending Bulletins.....

City..... State.....

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Kill Devil Hill, Where Man First Flew an Airplane, May Get Marker

A BILL has been introduced in Congress to provide for the erection of a monument at Kill Devil Hill, Kitty Hawk, North Carolina, to commemorate the first time in history that man flew in a power-driven machine. This was the flight of the Wright brothers on December 17, 1903.

The site of the flight, where it is proposed to erect the monument, is on one of the "Banks" of North Carolina. "Banks" are narrow spits of sand that run along the coast of the State, 10 to 40 miles offshore. They are barren wastes that seem worlds away from the United States. A communication to the National Geographic Magazine from Melville Chater describes this region.

Hatteras' Chief Import Is Wrecks

"In motoring across the Hatteras Banks we had entered the greatest wreck area on the Atlantic coast," Mr. Charter writes, in part. "For twelve hours we passed the skeletons of what had once been ships, now blanched victims of the sea and sand, their upstanding ribs resembling files of gravestones. At one point we counted fourteen wrecks within 100 yards.

"Offshore lay here a careened schooner, there a crazily tilted steam freighter, the waves' white teeth gnawing at their sides in advance of the northeaster which would fling these great hulks into their last resting place among the sand dunes.

"The grim joke which says that Hatteras' chief import is wrecks haunted us throughout this 100-mile graveyard of the Atlantic.

"And now our seaward-curving beach route revealed the great apex of the Banks, off which are those dread quicksands, the Diamond Shoal. They are the more to be dreaded because, off Hatteras, due to the enormous tonnage of steel hulks imbedded in the Diamond, there is a magnetic deviation sometimes amounting to 8 degrees.

Natives of the Banks Live the Life of Castaways

"Compass correction by swinging ship—that is, laying her in different directions towards known points—was the skipper's main resource until the development of the radio and its coastal application by the U. S. Naval Communication Service.

"Man's allies in this warfare against shoals and shrieking gales are Hatteras Light, the Diamond Shoal lightship, and the radio compass. Since 1876 the seas have eaten inland almost 2 miles toward the 56-year-old lighthouse, whose 80,000-candle-power flare is known to passing vessels by its 48 consecutive flashes, followed by a 7-minute glow.

"The farther northward we followed the Banks, the more remote seemed the life of the people. Often it was a mere existence, as of castaways who had taken root on this 2-mile width of sand bar, 40 miles offshore.

"That Machine Rose and Flew 850 Feet!"

"Beyond Oregon Inlet we gained Nags Head, whose name celebrates those days of professional wrecking when a hobbled horse with a lantern on his head was turned loose on the beach at night to lure ships to their doom.

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barrow are lowered until the auxiliary wheel rises above the next higher step. Then the wheelbarrow, which often carries 300 or 400 pounds, seesaws from wheel to wheel until the next level stretch of flagstones is reached.

Now, with foreign mission schools vieing with the ancient university on the Holy Hill and with Boy Scouts teaching first aid to enlisted soldiers, the proud walls of Changsha, "City of the Iron Gates," are no longer intact. Their Manchu bricks are going into modern homes.

Bulletin No. 2, February 21, 1927.

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WHEELBARROWS MUST BE ADAPTED TO CLIMB STEPS IN CHINA

In mountainous regions such as are found near Changsha in Hunan Province, China, wheelbarrows are especially built to enable the bearers to raise them up steps. A barrow man can move from 300 to 400 pounds over the steep hills of the travel routes. Changsha is the site of Yale-in-China.

NATIONAL GEOGRAPHIC SOCIETY EXHIBIT AT DALLAS, TEXAS

An exhibit of the National Geographic Society's materials which are used in schools will be open to inspection of members of the National Education Association and members of the National Geographic Society attending the Department of Superintendence meeting at Dallas, Texas, February 26 to March 3. The exhibit will be found at Booth 434 in the Exhibit Building at Fair Pairk. The National Geographic Society booth will contain specimens of natural-color photography published in The Magazine and color photographs made by The Society's staff of photographers in the field.

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"Farther along, towering 100 feet above the surrounding flatness, rose Kill Devil Hill, the scene of the Wright brothers' flying experiments in 1900–1903. A former lighthouse-keeper, his wife, and a coast guard are the sole remaining witnesses of those now historic events.

"Trust a woman for knowing that, if those crazy Wright fellows wanted to waste their time and money, at least some of the material could be saved. The lighthouse-keeper's wife had sewn the cloth on the first glider, and when the glider of 1902 was abandoned she thriftly refashioned its covering into dresses for her children.

"On December 17, 1903, the Wrights having built a motor-driven plane at their workshop under Kill Devil Hill, the unexpected occurred. This is what the old coast guard told us:

" 'They tossed a coin and Wilbur won. "Good luck!" I says as he climbed into the machine. "The Lord only knows!" he says. And then just as I was telling myself that something heavier than air couldn't and never would fly, that machine rose up and flew 850 feet!' "

Bulletin No. 3, February 21, 1927.

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THE AIRPLANE MAY BANISH THE TEDIOUS TRAVEL IN AFRICA

A French seaplane has just completed the round trip from Marseille, France, to Dakar, and across Equatorial Africa to Madegascar. Until the arrival of the airplane on the African scene, travel through the interior regions necessitated safari (hired troops of burden bearers) containing numerous natives to carry luggage (see Bulletin No. 1).

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Virginia: (Ill.) "Mount Vernon from the Air." (Nov. 1, 1926.)
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Guatemala: (Ill.) "Guatemalan Bananas Start Their Journey to American Tables." (Jan. 24, 1927.)
"Guatemala: Where the Army Flyers Had to Halt Their Flight for Repairs." (Jan. 24, 1927.)
Mexico: "The Jump in the Jumping Bean." (Nov. 22, 1926.)
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(Cont'd) "Quetta: Where the National Geographic Society's Solar Expedition May Locate." (April 5, 1926.)
"The Railroad Invades Khyber Pass." (March 8, 1926.)
(Ill.) "The Sher Garhi, Palace of the Maharajah of Kashmir and Jammu, with the Royal Barge in the Foreground." (March 22, 1926.)
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"The Overland Mail to Bagdad Avoids a War." (April 26, 1926.)
Nepal: "Railroadless Countries of the World." (Jan. 17, 1927.)
Palestine: (Ill.) "Irrigation, Old Style in Palestine." (April 5, 1926.)
"A Manger in The Holy Land." (Dec. 20, 1926.)
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(Ill.) "Winnowing Grain in Turkey." (March 22, 1926.)
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(Ill.) "American Machinery for Albanian Farms." (March 22, 1926.)
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"The Home Towns of Some Famous Cheeses." (Nov. 22, 1926.)
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"The Scheldt: Busiest River in Europe." (Dec. 13, 1926.)
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"Hamlet's Home Town Celebrates 500th Anniversary." (Oct. 25, 1926.)
England: "Around the Clock in the British Empire." (Jan. 17, 1927.)
"The Balance Sheet of Britain's Food Supply." (Nov. 22, 1926.)
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"Names Which Angles and Vikings Gave American Towns." (Jan. 17, 1927.)
(Ill.) "On the Cornish Coast West of the Isle of Wight." (Feb. 7, 1927.)
(Ill.) "Oxford, Where Domes and Towers Bespeak the Power of Thought." (April 19, 1926.)
"The Thames, Half for Trade and Half for Beauty." (April 12, 1926.)
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"York: Where Policemen Must Lock up the Walls at Twilight." (Oct. 25, 1926.)
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(Ill.) "An Airplane View of the Longchamp Race Track, in the Bois De Boulogne on the Day of the Grand Prix." (Feb. 7, 1927.)
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"St. Denis, a City That May Be Incorporated in a Greater Paris." (Feb. 7, 1927.)
"Some Kitchen Geography." (April 5, 1926.)
(Ill.) "Strasbourg Cathedral, the Most Famous Building in Alsace." (May 10, 1926.)
"Ways That Are Different in Paris." (Nov. 1, 1926.)
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(Ill.) "Hunting the Names of Exiled Relatives on an Athens Bulletin Board." (Dec. 6, 1926.)
Holland: (Ill.) "Edam Cheese in the Market; Holland Is Also Famous for Limburg Cheese." (March 29, 1926.)
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(Ill.) "In the Heart of Old Amsterdam." (March 29, 1926.)
"Limburg, Famous for Cheese, Builds Canals for Coal." (March 29, 1926.)
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"Ireland Argues Whether Gaelic Shall Be Compulsory in Public Schools." (Feb. 14, 1927.)
"The World's Most Hair-Raising Kiss." (May 17, 1926.)

Coffee: (Ill.) "Drying and Sacking Coffee on a Salvador Plantation." (Jan. 31, 1927.)
"Guatemala: Where the Army Flyers Had to Halt Their Flight for Repairs." (Jan. 24, 1927.)
"Salvador: Tiniest Nation of the New World Entertains 'Good Will' Flyers." (Jan. 31, 1927.)
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(Ill.) "Sheets of Copper Ready for Melting." (Oct. 25, 1926.)
Corn: "What Is Corn?" (Oct. 18, 1926.)
Cotton: (Ill.) "Cotton on the Way to Market." (May 17, 1926.)
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Fiber: "The Philippines: The Land of Fiber." (Dec. 13, 1926.)
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Fish: (Ill.) "Landing Tuna at Hubbards Cove, Nova Scotia." (April 26, 1926.)
(Ill.) "A Welsh Cockle Woman Waiting for Business at Carmarthen, South Wales." (Feb. 14, 1927.)
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"Kursk: Russian Apple Orchard Which May Become an Iron Mine." (Mar. 8, 1926.)
Jewels: "Baroda: An Indian State of Land 'Islands.'" (Nov. 8, 1926.)
Jute: (Ill.) "Bales of Jute Bags from India." (Nov. 29, 1926.)
"Jute: An Important British Product." (Nov. 29, 1926.)
Lacquer: "The Strange Sights of Foochow." (Dec. 20, 1926.)
Mahogany: "Mahogany: Wood of Prized Antiques." (Dec. 20, 1926.)
Nuts: (Ill.) "Extracting Brazil Nuts from the Spherical Pods." (Dec. 6, 1926.)
"Where America Spends Millions for Nuts at Christmas Time." (Dec. 6, 1926.)
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Phosphates: "Untamed Cyrenaica, Where Italy Has Made a Discovery." (Nov. 15, 1926.)
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Potash: "France's Rewon Provinces, Alsace and Lorraine." (May 10, 1926.)
Potatoes: "The Hebrides Greet Santa Claus One Month Late." (Feb. 14, 1927.)
Quinine: "A New Victory for Sanitation." (April 26, 1926.)
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Salt: "How the Salt Shaker Found Its Way to the Dining Table." (Jan. 10, 1927.)
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(Ill.) "On Such Boats as This the Prosperity of Shanghai Depends." (Feb. 14, 1927.)
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(Ill.) "The Municipal Market in Panama City." (May 3, 1926.)
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Bonin Islands: "The Bonin Islands, Which Are Near the Deepest Place in the Ocean." (Jan. 10, 1927.)
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Cedros Island: "Lower California Fisheries Which Have Been Closed to Japanese." (April 12, 1926.)
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Tristan da Cunha: "Tristan da Cunha, in the Right World but the Wrong Place." (Feb. 14, 1927.)
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"Mahogany: Wood of Prized Antiques." (Dec. 20, 1926.)
"The Windward Islands Protest Being Left by the Wayside." (Jan. 10, 1927.)
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Bananas: (Ill.) "Guatemalan Bananas Start Their Journey to American Tables." (Jan. 24, 1927.)
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"Limburg, Famous for Cheese, Builds Canals for Coal." (Mar. 29, 1926.)
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"Limburg, Famous for Cheese, Builds Canals for Coal." (Mar. 29, 1926.)
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"Starvation Stalks in Sianfu, Old Capital of China." (Jan. 3, 1927.)
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"Yildiz Palace, Abode of Sultan, May Be Casino." (Dec. 13, 1926.)
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"Changsha, Yale-in-China." (Feb. 21, 1927.)
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(Ill.) "Monte Carlo and the Casino." (May 3, 1926.)
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"Skating and Coasting Constitute a Business at St. Moritz." (Dec. 20, 1926.)
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(Ill.) "The World's Most Famous Toboggan Slide." (Dec. 20, 1926.)
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Harbors: (Ill.) "Harbor of Constantinople." (Dec. 13, 1926.)
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Historical Geography: "American Funds May Reconstruct Brest-Litovsk, Poland." (Jan. 10, 1927.)
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(Map) "Northeast Africa." (May 17, 1926.)
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